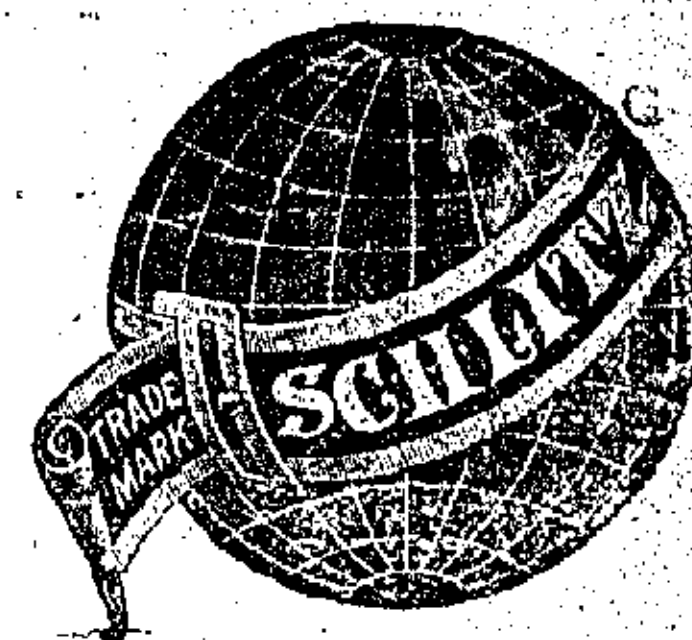




THE BEER THAT MADE MILWAUKEE FAMOUS.



ALL THE WORLD KNOWS SCHLITZ;
HALF THE WORLD DRINK IT;
AND THE OTHER HALF OUGHT TO.

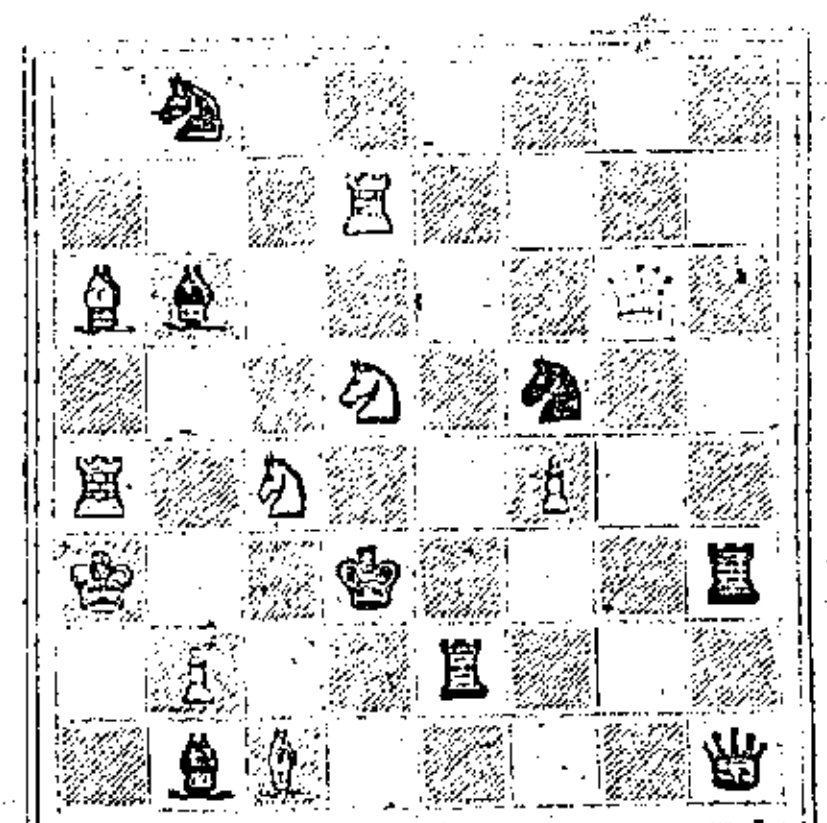
WATKINS, LIMITED,
CHEMISTS AND AERATED WATER MANUFACTURERS;
SOLE AGENTS.

CHESS COLUMN.

CONDUCTED BY 'BLACK BISHOP'.
All Communications should be addressed
'Chess,' CHINA MAIL OFFICE.
Original Problems should be accompanied
by Solution and Analysis.

The Hongkong Chess Club meets every
Monday, Wednesday and Thursday, from
four till halfpast seven p.m., at the Poy
Tobacco, 18, Bank Buildings.

Problem No. 31.
Black (8 Pieces.)



White (10 Pieces.)

White to play and mate in two moves.

Solution to Problem No. 29 by Jeffrey
Jenner (in the Daily Telegraph):—

- White (10 Pieces.) Black (8 Pieces.)
- (a) 1 Kt-Kt8 K-K2
 - 2 Kt-R6 ch K-K3
 - 3 Q-Q4 mate.
 - (b) 1 R-K7 ch R-K4
 - 2 Q-K7 ch K-Q4
 - 3 P-K4 mate.
 - (c) 1 Q-K7 ch B-K5
 - 2 Q-K7 ch K-Q4
 - 3 Q-Q6 mate.

Correct solutions from C.R.T. and B.B.

C.R.T.—You are quite right in your line
of play; but the moves published last week
are those that occurred in actual play. You
will remember this was an end game in
actual play, not a problem in which mate is
forced in so many moves. The interposi-
tion of the Kt is quite obvious, and was
not adopted in play because it did not help
Black out of his difficulties.

Don't mind the men, said the justice of
the peace, rising from the chess board. 'I
have to step into my office and marry a
couple, but I shall be back in five minutes.'
At the end of an hour he had not return-
ed. A messenger was sent for him. He
was found in a high state of exaltation,
with his coat off, his necktie awry, and his
collar wilted and torn, trying to marry
two couples bearing these names:

Wladislas Katarzynski, Stanislas Bjor-
vinski, Dolzmitz, Stanislas Bjor-

razakowitski, Katarzynski, Berkawitz-
tzwiz.

The modern masters (writes Here, Franz
Drobny in the Vienna *Stadtszeitung*) have
an advantage over Morphy in the immense
progress in the theory of the opening and
the end-game, which is the work of the last
forty years. They have the advantage also
of the whole of modern chess science, of
which there was in Morphy's time no pre-
sentiment. I am confident that if Morphy,
with his chess strength of 1850, were to be
pitted to-day, not merely against Lasker,
but against any one of the modern masters,
he would be beaten unconditionally. It
might be different if, in the way that in his
own time Morphy had mastered the system
of the German school, he had had opportu-
nities for making the modern acquisitions
his own. In that case, the full possession
of modern science chess would be united to
qualities seldom co-existent in such promi-
nent degree—to extraordinary initiative, to
marvellous skill in combination, and to
clear practical sense of chess proportion.
Then, perhaps, there might be room for
doubt in regard to the retention by
Lasker of the chess championship of the
world in perpetuity. These, however, are
all idle questions. Yet I should like for
once to make clear that in chess, as in art,
there are men of genius who lay the founda-
tion, and there are men of genius who
complete the superstructure; that it was to
the latter class that, like Zukertort, Morphy
belonged; and that by the continuous pro-
gress of chess science there must be insur-
ed to succeeding generations of equal intel-
lectual endowment a higher measure of chess
strength than that which was enjoyed by
earlier masters.

A telegraphic match has been in progress
between Simla and Calcutta. It will be
seen from the score given below—the latest
I have seen—that Calcutta has practically
won game in No. 1:—

Record of Game No. 1.
DANISH GAMBIT.

White (Calcutta).	Black (Simla).
1 P-K4	P-K4
2 P-Q4	P-K4
3 P-QB3	P-K4
4 B-QB4	Kt-KB3
5 Kt-K5	B-K5
6 Kt-K5	B-K5
7 Kt-K5	P-KR3
8 P-K5	Kt-K5
9 Q-KB3	P-QB3
10 Castles	P-QB3
11 Kt-K4	P-Q4
12 Kt-QB3	K-B5
13 Kt-B3	Q-K3
14 Q-QR3	Kt-K5
15 Kt-K5	Q-K5
16 Q-Q4	Q-K5

Record of Game No. 2.
GRAND PIANO.

White (Simla).	Black (Calcutta).
1 P-K4	P-K4
2 Kt-KB3	Kt-KB3
3 B-B4	B-B4
4 P-QB3	Kt-KB3
5 P-Q4	P-K5
6 P-K5	P-Q4
7 B-QK5	Kt-K5
8 P-K5	B-K5
9 Kt-QB3	P-KB3
10 B-K3	P-KB3
11 Q-K5	Kt-K5
12 P-K7	B-K5
13 P-K7	B-K5
14 B-K2	B-K5
15 B-B3	Kt-K2

TOOK IT FOR BRONCHITIS.

I have been troubled much with
bronchitis, so I purchased a bottle
of Stearns' Wine, and I wouldn't
be without it. It makes me eat
and relieves that tired feeling. I
haven't had any bronchial trouble
since I began taking it and cheer-
fully recommended it.

CHAS. GARDNER,
221, Fourth St.

The Health and Vigor of an individual de-
pend upon the quantity and quality of the Blood.
When the blood has been a work, there are
thrown into the blood, waste products, and if
these are not eliminated but (through any cause)
detained in the blood they induce nutrition
and function and finally produce organic dis-
ease.—The Humourist. In cases of Scro-
fula, Scary, Eczema, Bad Legs, Skin and Blood
Diseases, Pimples and Sores of all kinds, the
effects of Clarke's Blood Mixture are marvellous.
Thousands of wonderful cures have been effected
by it. Clarke's Blood Mixture is sold every-
where, at 2s. 6d. per bottle. Beware of cheap
less imitations and substitutes. E24

Three dangerous courses—the course of
time, the course of true love, and the race-
course.

A YOUNG LADY'S LIFE SAVED
AT PANAMA, COLOMBIA, BY CHAMBER-
LAIN'S COLIC, CHOLERA AND DIARRHOEA
REMEDI.

DR. Chas. H. Chamberlain, a prominent
physician, of Panama, Colombia, in
a recent letter states: 'Last March I had
as a patient a young lady sixteen years of
age, who had a very bad attack of dysentery.
Everything prescribed for her proved in-
effective, and she was growing weaker every
hour. Her parents were sure she would
die. She had become so weak that she
could not turn over in bed. What to do at
this critical moment was a study for me,
but I thought of Chamberlain's Colic,
Cholera and Diarrhoea Remedy and as a
last resort prescribed it. The most wonder-
ful result was effected. Within eight
hours she was feeling much better; inside
of three days she was up and about, and at
the end of one week was entirely well.
For sale by All Dealers, WATKINS, Ltd.,
General Agents.'

Hotels.

THE
Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLANCKETS GAT, THE PEAK.

near the TRAM TERMINUS. TELEPHONE 56.

For Terms,

Apply to the MANAGER. 741

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and
disturbance of the City, and surrounded by
a delightful Garden it is an ideal place of
Residence. The building stands on an
eminence, giving a magnificent view of the
harbour and the City of Victoria. It is
within easy access of the Kowloon Wharves,
where the principal Mail Steamers disem-
bark Passengers, and from which there is a
regular ferry service to Hongkong.
Sawing, Ales and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietor, Manager.
Hongkong, September 6, 1900. 1850

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A First-Class Private
Family Hotel.

HANDSOMELY FURNISHED AND

Exceedingly Spacious Rooms.
Very MODERATE TERMS TO FAMIL-
IES by the DAY or MONTH.
Hongkong, December 18, 1900. 2639

NEW VICTORIA HOTEL.

ROTISSERIE,
Meats a la Carte.

CHOPS, STEAKS, etc., at any
time, between 7.30 a.m. and 11
p.m.

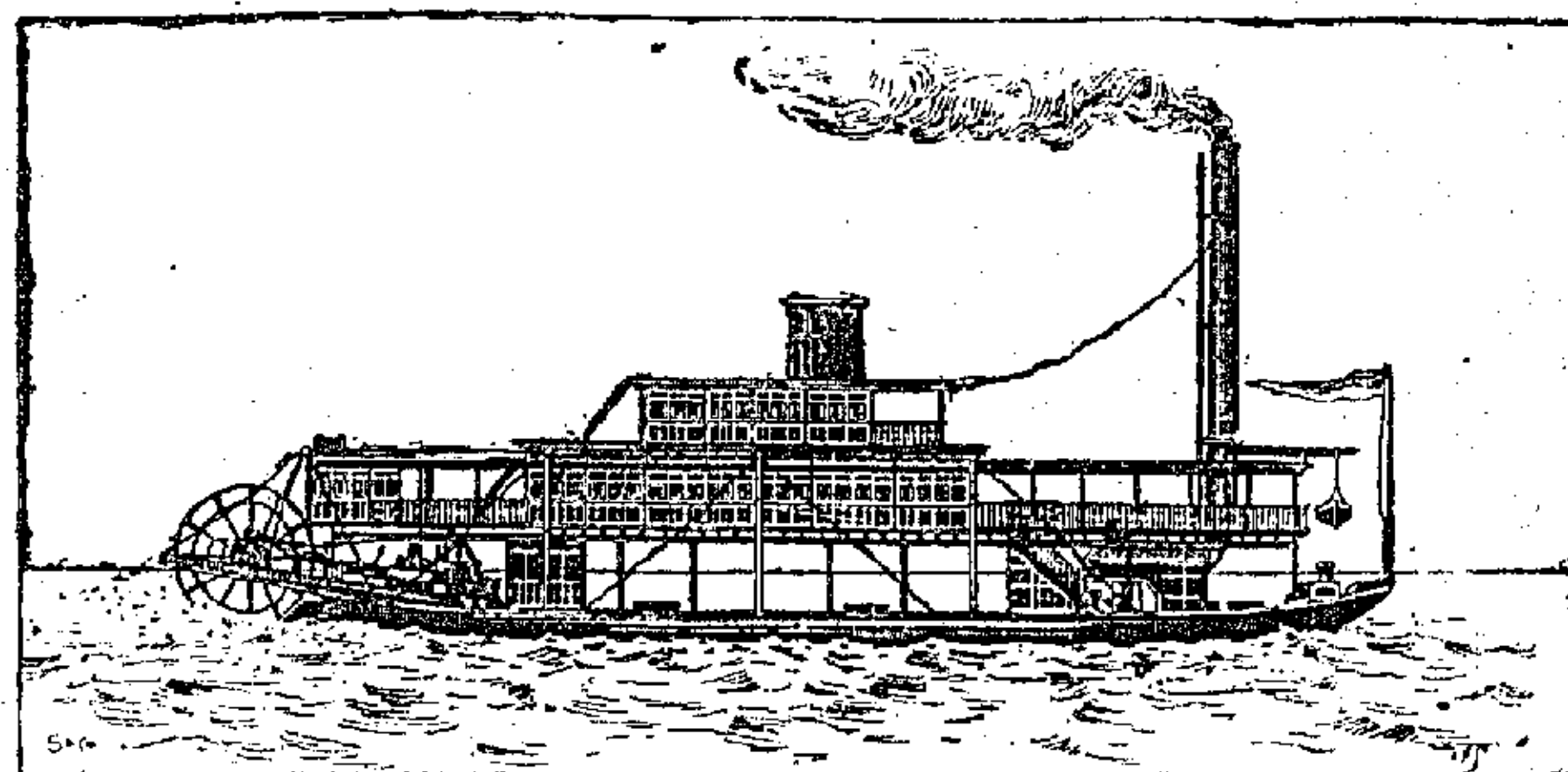
Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.
Hongkong, May 1, 1899. 1787

Pelham House,

FAMILY HOTEL,
1895 WYNDHAM STREET.

YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under
many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for
all parts of the world.
Vessels on this system are constructed when required, to draw as little as 16 inches.
The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs.
Yarrow & Co., Ltd.

For particulars apply to
YARROW & CO., LTD., Shipbuilders,
POPPLAR, LONDON.

Agents for LEA & PERRINS'

WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S LTD.
By Special Warrant
Purveyors to
The Queen and
Empress of India.
CELEBRATED OILMAN'S STORES.

EAST PRINCE RECLAMATION
SCHEME.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY THE HON. C.
P. CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at 'CHINA MAIL' Office
Price 75 Cents each.

THE BACK DOOR.

THE Series of Articles entitled 'THE
BACK DOOR,' which appeared
in the China Mail, have been reprinted,
and may be obtained in Pamphlet Form
Price \$1.

**ASK FOR DROZ & CO'S
LEVER WATCHES
and CHRONOGRAPHS.**

Best Value, compatible with Good
Workmanship.

All Watches Guaranteed.

TRADE MARKS:

BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO.

No. 10, Queen's Road Central.

ESTABLISHED 1859.
TELEPHONE No. 256.

A CHEE & CO

祥利廣

17a Queen's Road.

IMPORTERS OF

European

Goods of

All Kinds

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

SILVERPLATED,
GLASS and
CHINA WARES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

Photo =
= graphic
Department

Photographic Goods of
Every Description.

PLATES, PAPERS,
and CHEMICALS.

- EASTMAN'S -

KODAKS, FILMS,
and ACCESSORIES.

Developing and
Printing Undertaken

A CHEE & CO

17a Queen's Road

CENTRAL.

A Few Doors East of Hongkong Hotel.

Telephone No. 185.



WHAT TO BUY.

MOET AND CHANDON'S DRY IM-
PERIAL CHAMPAGNE, 1893.

The Home Stock of this are Champagne,
AMONTILLADO SHERRY.

SH.00 per dozen.

TAWNY PORT B.S.,

...\$24.00 per dozen.

CLUB WHISKY,

...\$12.00 per dozen.

For Drinking with Soda.

F.O.S. OLD LIQUEUR,

...\$15.00 per dozen.

With water or not.

D.C.L. OLD TOM,

...\$7.00 per dozen.

EL CAPITAN PILSENER BEER,

...\$13.00 per case.

BLATZ MILWAUKEE BEER,

...\$25.00 per case.

TANSAN WATER.

H. PRICE & CO.,

477 12 Queen's Road.

MEMOS. FOR MONDAY.

Auctions.

3 p.m.—Sales of Crown Land.

Meeting.

9 p.m.—Meeting of Zealand Lodge.

Miscellaneous.

9.30 a.m.—Re-opening of Bellios Public School.

Goods per Indus undated before Noon, subject to rent.

General Memoranda.

Tuesday, September 3—

6 p.m.—Meeting of H.K. St. Andrew's Society.

Goods per *Habala* Mark not cleared after this date subject to rent.

Wednesday, September 4—

9 p.m.—Military Tattoo at Volunteer Parade Ground.

Thursday, September 5—

3 p.m.—Auction of Valuable Leasehold Property, by Messrs Hughes and Hough.

Goods per *Chasen* not cleared at 4 p.m. subject to rent.

4.30 p.m.—Aquatic Sports.

Friday, September 6—

4.30 p.m.—Aquatic Sports.

CLARETS.

Per Case Per Case

1 doz. 91s. 2 doz. 17s.

ST. ESTEPHE 8.06 8 7.56

ST. JULIEN 9.00 9.00

LA ROSE 12.06 12.02

CHATEAU HAUT BRION

LARIVET 18.00 19.20

CHATEAU MOUTON

D'ARMAILHACQ 21.00 22.20

CHATEAU PONTET

CARNET 25.00 —

CHATEAU LA TOUE

CARNET 30.00 —

CHATEAU RAUZAN 42.00 —

CHATEAU LAFITE 48.00 —

These CLARETS are bought

direct from the leading French

growers. The lowest priced are

of exceptional value and guaran-

teed to be the genuine product of

the juice of the grape.

CHATEAU LA TOURCAR-

NET, CHATEAU RAUZAN

and CHATEAU LAFITE are

commended to the notice of

Connoisseurs as high-class after-

dinner Wines.

We guarantee our Wines and

Spirits to be genuine only when

bought direct from us in the

Colony or from our authorised

Agents at the Coast Ports.

A. B. WATSON & Co. Limited,

THE HONGKONG DISPENSARY.

The publication of this issue commenced

at 4.00 p.m.

The China Mail

HONGKONG, SATURDAY, AUGUST 31, 1901.

The Magisterial enquiries held during

the past week into the recent collapses

of houses in Hongkong cannot be said

to have been quite satisfactory. In one

case the Magistrate found that the

cause of collapse was dry rot. In the

other and more serious case, he found

in accordance with the medical

evidence that the forty-three persons

lost their death through the falling of

the houses named. Quite so. We

knew that without medical testimony

or the waste of time at the Magistrate.

If this is all a Magisterial enquiry

means, then there is, so far as we can

see, no use in holding any more. What

the public wish to know is—Who is re-

sponsible for the faulty construction of

houses, and in what way can precaution,

be taken for the public safety? If a

careful analysis is made of Mr. Tooker's

evidence, it will be seen that that highly

respected officer, who risked his life to

save the hapless Chinese buried in the

ruins at Cochrane Street, has only a

vague idea of the powers of the Public

Works Department. That Department,

as we know, is underequipped, and it may

be impossible to have proper supervision

of new or altered buildings, but since

certain powers of supervision are vested

in the Department it is only

reasonable to expect those powers to be

put in force. Mr. Tooker called the at-

tention of the Magistrate to a sub-

section in Building Ordinance 53 of

1889, explaining that under that sub-

section the Director of Public Works or

any officer deputed by him had only

power to inspect when he had reasonable

grounds for believing that within any

houses, buildings or tenements there were

works completed or being carried out in

contravention of the Ordinance. Mr.

Tooker seemed to consider this stipu-

lation so startling that it prevented the

Public Works Department from carry-

ing out an effective supervision. Most

people will consider it sufficient for all

practical purposes. The Director of

Public Works might set out with the

fixed opinion that all houses in Hongkong

are being built in contravention of the

Building Ordinance, and then carry out

his inspection, even to the removing of

a brick here and there to see if a wall

is hollow—without being stigmatised as

unreasonable. Unless he does so, we

fail to see how supervision can be exer-

cised. But let us admit, in the public

interests, that the Public Works De-

partment has not sufficient powers, then

let the Legislature give it all the

powers the Director of Public Works

deems necessary, if it will only lead

to better supervision and public

safety. Yesterday's evidence was

directed to show that the responsibility

for putting extra storeys upon weak

walls lay with the architect—or perhaps

we should say anybody but the Public

Works Department. Well, assuming

that the Department sanctioned the plans

in the *bona fide* belief that the architect

had inspected the building, and found it

able to stand an extra storey, what

do we find? Mr. E. M. Hazeland, who

prepared the plans for the additional

storeys at 32 and 34 Cochrane Street,

stated in evidence that 'He sent one

of his assistants to measure the pre-

misses, and the assistant reported that

the walls were plumb and thick enough

to add another storey in compliance

with the Building and Public Health

Ordinances.' It seems to us that the

next question should have been—Who

was the assistant you sent, and what

are his qualifications as an architect?

But this question does not appear to

have been asked, neither does it appear

from the evidence that the Public

Works Department inspected the build-

ing before passing the plans, nor that

the alterations were supervised by an

architect, nor that the alterations were

carried out in accordance with the

plan, nor that the Public Works

Department took the trouble to see

that the plans it had sanctioned were

being followed. Of course, it may not

have been the additional storey that

caused the collapse, and so everybody

who contributed to the extra storey can

keep a clear conscience, but Mr. Tooker

stated in evidence his belief that in this

Cochrane Street case, if the work had

been under the supervision of a Euro-

pean architect, as soon as the roofs

were pulled off, he would have seen at

once the bad state of the walls and would

doubtless have pointed out the necessity

of rebuilding them. Then of what

practical value was the inspection and

report of Mr. Hazeland's assistant, of

what practical value the scrutiny of

Mr. Hazeland's plans by the Public Works

Department? Where does Mr. Hazeland's

responsibility begin and end? Where

does the contractor's responsibility

begin and end? Where does the

owner's responsibility begin and end?

These and other points might have been

elucidated at the Magisterial enquiry,

which seems to us to have been as

worthless in its result as it well could be.

At the time of the collapse, it was stated

by us that a reputable local architect

had refused to certify an adjacent house

as capable of bearing an extra storey.

The Magistrate might have availed him-

self of this gentleman's evidence as to the

grounds on which he based his assump-

tion that another storey would render the

house unsafe and what measures he

adopted to satisfy himself.

LOCAL AND GENERAL.

Notes by the Way.

The pugilist has generally a striking

personality.

The Emperor of Germany has promoted

all the German privates who were besieged

at Peking to the rank of non-commissioned

officers.

Mount Asama, the noted volcano in

Shikano province of Japan, was very active

on the 28th inst., ashes falling heavily in

the vicinity.

At Sotheby's Sale Rooms in Welling-

ton-street, Strand, the other week, one of

the five perfect copies of Caxton's 'Royal

Book, or Book for King,' printed in 1487,

fetched £1550.

It has been known for some time that

the sea coast of Germany is sinking,

especially in the neighbourhood of Ham-

burg, and the exact rate for the last fifty

years has now been determined to be 6 ft.

9 in.

'Do you love me as much as ever,

dear?' tenderly asked the young wife. Her

husband (absorbed in the *China Mail*)—Yes,

dear. Wife (yearning for further words

of love)—Why? Husband—Oh, I

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 2.

The end of last week was memorable for a sharp thunderstorm that showed the inhabitants of this country something of the meaning of the word rain as it is understood in the tropics. It was not of long duration, but its intensity and the damage effected were destructive. The King's Cross terminus of the Great Northern Railway was rendered unavailable for thirty-six hours by the flooding of the tunnels, and an important section of the Metropolitan Railway was for a similar period under ten feet of water. The most curious result was the death of three persons by fire as a direct effect of the floods. The heavy rainfall swept a large quantity of rubbish out of the asphalt tanks at a North London asphalt refinery, covering the adjacent streets with a layer of inflammable fluid. This was accidentally kindled, and a row of cottages set on fire, causing the death of three of the inmates. Narrow escapes from death by lightning are reported from all parts of the country. London had 2.66 inches of rain in an hour and a half, and the rest of the country was pretty equally favoured.

The grant of £100,000 to Lord Roberts aroused scarcely any opposition in the House. Such a grant is in general a necessary corollary to the grant of a pension for service with the forces. A soldier or sailor has no opportunity for accumulating wealth in the exercise of his profession, and thus a pension without a substantial money grant to enable him to support his dignity would be a burden instead of a blessing. Of course the Irish nationalists were bound to oppose it in defence of their attitude throughout the war, but it seemed rather ungracious to push their protest to the length of a division against the vote for a gallant Irish soldier.

The third reading of the Education Bill in the Commons reads it certain that this measure will pass, and postpones a final settlement of the relations of the School Boards to higher and technical education to another year. The session has been, it is to be hoped, an exceptional one. Suspensions of members involving the appearance of the police in the House itself, extraordinary obstruction and unusual acrimony in debate necessitating the prolongation of Parliamentary work far into August, and finally the incident involving Mr. Brodick, and the *Daily Mail* are things which we would rather not see recur.

The death of Dr. Westcott reminds us that Lord Salisbury has very nearly attained the distinction of having been nonnominator of the whole breed of bishops. Of the thirty-five archbishops and bishops who compose the hierarchy there are now only eight who do not owe their elevation to him. There are two who were appointed by Lord Rosebery, five by Mr. Gladstone, and one, the venerable Bishop Elliott of Gloucester, by Lord Palmerston in 1863.

In 1876, when Mr. Disraeli introduced the Bill to give Queen Victoria the title of Empress of India, members of the opposition pressed for the recognition of the Colonies in the Royal title. Mr. Gladstone, Mr. Forster, and the (then) Marquis of Hartington asked for some change that should acknowledge the existence of the British beyond the seas, and Mr. Disraeli refused it on the strange ground that it would cast a slur on the Colonials to imply that they were not inhabitants of the British Isles and that the name 'Great Britain and Ireland' did not of necessity include them! He held the old ripe-pear theory of the Colonies, regarding them rather as an encumbrance. His Imperialism was of a tinselly Asiatic order which a quarter of a century has thrown far out of date. The war has taught us another kind of lesson as to what makes for the solidarity of Empire.

Royalty is likely to loom larger in the people's eyes during the present reign. During the last six months or so, the inhabitants of London have become habituated to pageants and splendours that were of rare occurrence in the last reign. Repeatedly there have been distributions of medals by the King in person, and for next year we may anticipate in the Coronation ceremonies something far other and otherwise than the 'penny crowning' that the Whigs of 1838 thought adequate and dignified. The tour of the Duke and Duchess of Cornwall and York is being conducted in the manner of a medieval progress, but of course on a far greater scale and without the anciently inseparable forced subsidies en route. I learn that its success, as reported in the columns of the press and in the letters of the Duke and his immediate circle, has been so rapid and successful that it will be followed in rapid succession by other Royal visits to distant colonies, dependencies and possessions. The Empire will heartily welcome this new departure and it will soon be tacitly recognised as part of the duty of a Royal Prince to make himself personally acquainted with all parts of the Realm. We cannot expect the King and Queen themselves to stray

beyond the limits of Europe, where they have quite enough to occupy them, but every Colony will in time claim the right to familiarise itself with the features of their children.

In the Naval Manoeuvres this year, war was declared at 9.30 on Monday morning. The X Fleet, representing Ireland, but the work of seizing the English Channel and destroying the trade therein, and was opposed by the B Fleet. The attacking fleet won most decisively the first engagement the same evening off the Scilly Isles. The B Squadron retreated (what was left of it) to Portland. 'We should have been in London by now,' say French critics jubilantly. The result of the operations cannot be accurately estimated for some weeks, but so far they have not proved the impossibility of a crippling blow being struck by an enemy against British commerce.

In a recent essay by a Manchester pupil teacher on 'A Visit to Blackpool' occurred the following charming sentence:—'Of all the slows we visited we much preferred the wild beasts in cages, as we were thus enabled to study the works of God without the risk of being torn in pieces.'

Mr. Kimble, the author of a recent article in the *Monthly Review* disputing the glowing estimates formed as to the commercial prospects of the Trans-Siberian Railway, returns to the charge in a letter to the *Times*. He now points out that the average speed on the line is a crawl of nine miles an hour, a rate which will certainly not make it a dangerous rival of the steamship companies. For all that, there is undoubtedly a great future before Siberia. The old superstition produced by accounts, made in Germany, of the woes of Russian convicts, represented Russia in Asia as a ghastly expanse of frozen marshes, arid wastes, and poisonous mines, but in fact we may expect shortly to derive a third of our butter and eggs from Siberian pastures, and the magnificent waterways of the country, the development of which has hitherto been left to British enterprise, will rapidly outstrip in importance the Railway whose principal use will be as their feeder.

A box of thirty dozen eggs consigned this week to Chicago was found on arrival to contain ninety-one chickens hatched on the way. This is the latest hot-weather yarn, and, of course, it is perfectly true, or I should not quote it.

We are in momentary expectation of the death of Signor Crispien, the Grand Old Man and sturdy Republican of Italy. The condition of the Empress Frederick is still most grave. It is pleasant to record the visit, almost on the verge of his hundredth year, of Mr. Sidney Cooper, R.A., to the King at Windsor.

Recent tube developments have cracked the walls of the Mansion House, the church of St. Mary-le-Bow and St. Paul's Cathedral. The North side of St. Paul's and the spire of St. Mary's are even leaning outwards, but the experts assure us there is no immediate danger of collapse.

QUEEN VICTORIA MEMORIAL FUND.

Subscription List.	
Amount already subscribed	£17,785.00
Imperial Maritime Customs	2,500.00
Benjamin, Kelly and Potts	500.00
S. J. David & Co.	250.00
Union Fisco Society of Canton	250.00
China Merchants Ins. Co., Ltd.	250.00
Genl. Medical Dept., per Dr. J. G. M. Alderson	181.20
T. H. Whitehead	100.00
John Thurburn	100.00
A. and S. Hancock	100.00
W. J. Saunders	100.00
H. A. Ritchie	100.00
Hongkong Hotel Co.	100.00
Turner & Co.	100.00
L. B.	50.00
H. Price & Co.	50.00
R. T. Johnson	50.00
W. H. Percival	50.00
R. B. Marchant	25.00
J. C. Peter	25.00
J. H. Cox	50.00
E. Osborne	50.00
Brewer & Co.	25.00
A. Chee & Co.	50.00
G. C. Anderson	10.00
A. Sharp	15.00
A. Essalljee	50.00
H. E. Elias	50.00
E. Pabany	500.00
Aldrich & Ebrahimi & Co.	200.00
A. M. Essaboy	150.00
Talbot & Co.	150.00
Francis Hornum & Co.	100.00
B. F. Talati & Co.	100.00
Cawesee Pallanjee & Co.	100.00
N. Mody & Co.	150.00
Siemssen & Co.	250.00
Melchers & Co.	250.00
Arnold, Kurlberg & Co.	25.00
Carlqvist & Co.	250.00
Meyer & Co.	250.00
F. Blackhead & Co.	100.00
Chs. J. Gaupp & Co.	100.00
Reuter, Brockelmann & Co.	100.00
East Asiatic Trading Co.	100.00
Johnson & Co.	100.00
Wendt & Co.	100.00
Krusa & Co.	50.00
Wm. Meyerink & Co.	50.00
Sander Wieler & Co.	50.00
Ford, Bornemann	50.00
China Export, Import & Bank Co.	100.00
Lankin & Rogers	50.00
	£26,538.20

Further subscriptions will be gladly received by the undersigned addressed to the Hongkong and Shanghai Bank.

C. F. Chater, J. Hon. Treasurer.
T. Jackson, J. Hon. Secretary.

WENT TO VISIT HIS SISTER.

A. J. Cottingham went to Washington, Co., Ark., U.S.A., to see his sister and while there was taken with flu (grippe) and was very bad off. He decided to try Chamberlain's Colic, Cholera and Diarrhoea Remedy and was so much pleased with the prompt cure which it effected that he wrote the manufacturers a letter in praise of their medicine. Mr. Cottingham resides at Lockland, Ark., U.S.A. For sale by All Dealers, Watson & Co., Limited, General Agents.

RUSSIA AND JAPAN.

The Alliance Overtures.

A correspondent writes to *The Standard*:—The prominence given in such leading journals as the *Nouvelles* and the *Paris* to the advocacy of an alliance between Russia and Japan should not be passed over lightly in this country. On the face of it, such an alliance seems very unnatural; but there are certain considerations which give some colour to it. One is that, while Japan is warned that Russia can, in no circumstances, permit her to occupy Korea, who is invited to possess herself of the Chinese Province of Fokien, opposite her own Island of Formosa. But Japan, whose knowledge of China is now very complete, and who has found Formosa something of a white elephant, is not anxious to have Fokien, which is comparatively a poor territory. At the same time the suggestion that she should take Fokien is made in the Russian newspapers as a bribe to Japan's amour-propre.

A second consideration giving weight to the proposal for an alliance between the two Empires is of much greater importance. It is rumoured in Yokohama that Russia has offered to procure a Loan for Japan from France, if thereby an *entente cordiale* be established. Though Japan is perhaps not positively in need of money—that is to say, she could get along for some time without foreign financial assistance—there is no doubt that money would be welcome to her. After the war with China (1894-5) Japan initiated her 'Po-tai-bellum' Programme, which provided for an enormous expansion of her Army and Navy, as well as for the extension of her railways and other objects of economic importance. The carrying out of this Programme has absorbed the bulk of the Chinese indemnity, and even other large sums which were obtained by means of Loans, mostly domestic. But owing to the growing stringency of the money market in Japan, the Government has been unable to get the funds required for fully completing the Programme, and this has led to something in the nature of a financial crisis.

At the moment Japanese Financiers are quoted in London as having been unable to float a Loan in London just now, it is extremely doubtful if she would be able to borrow on as favourable terms as these. But in Paris a political Loan, on the basis of an *entente cordiale* between Russia and Japan, might conceivably be arranged, of a figure which would be acceptable to Japan. This is the bait which is being dangled before the eyes of Japan by Russia. It remains to be seen whether Japan's necessity is great enough to prove Russia's opportunity.

THE PLAGUE IN FOKIEN.

A correspondent of the *N.C. Daily News* writes from Hinghwa, Fokien:—

Never before have this city and the region round about been visited by such a fell destroyer. Had the death rate continued people would soon have begun to bury their dead without coffins. One cannot help wondering why the people will persist in the extravagance of providing coffins where lumber is so expensive, while bricks, lime, and labour are cheap. A good crematory would doubtless prove a great blessing to a crowded population like this.

One of the most unfortunate customs among this people is that of running away to friends in other villages as soon as the plague makes its appearance. Some even express surprise that the charitable missionary does not keep open house and take in the unfortunate refugees. It would not be surprising if this custom would become a thing of the past when they see long. The people of this district have been declared three years ago they would rather have the plague than Christianity in their midst. A year later they unitedly begged the missionary to come. This year they have the plague and consider themselves happy to have Christianity as well. The hardships to be endured by the survivors owing to ruinous tidal practices—only begin after the danger is over. Some who see the customary assessments approaching (they are usually at their greatest in October), are driven to seek identification with their Christian neighbours. Here their motives are suspected, and they receive little encouragement. Among their heathen neighbours their motives are well known, and coercion is resorted to. We shall soon witness immense, expensive, and unchristianlike funerals, and the plague will be kept alive, ostensibly to low out the destroying spirits; but, in reality, for the purpose of one village showing the other that a remnant survives.

STRANGE NOTIONS. Many will give up on such occasions. Many declare foreigners escape the plague because they have sold around their dwellings. Our brilliant magistrate seems to entertain the idea that the plague is due to the use of heretics. Doubtless are, therefore, looking for an anti-heretic proclamation. Is there anything under the sun that cannot be really by the yamen to tax (for this is really all that is intended) trade?

However, your correspondent would relieve himself of a suggestion.

namely, that a society, world-wide, be organized, charging moderate membership fees:—

- 1.—Solicit methods for organizing an anti-filth and vermin movement among all nations like the Chinese, offering a good premium for the best method suggested;
- 2.—Offer a special premium for the best means of destroying mosquitoes.

The past century has sometimes been characterized as the anti-splendour age. Could we do better then to make the new century the anti-vermin age? The Chinese have most ingenious traps, which can be carried under one's garments, taken to bed or adjusted on any floor-brooding animal. But the mosquito goes untrapped, unless we can call much of the netting offered at the shops, traps. Who has not learned from dear experience that the most of most netting are just lures, to keep him secure so long as his supper remains undisturbed. Mosquitoes boarded by the week, month or season could be pinned appropriately on the flowing folds of many Chinese undergarments. Sold by all Chemists, Wholesalers from A. S. Watson & Co., Ltd., Hongkong.

Stearns' Wine increases the flow of milk, makes it thick and at the same time builds up the mother's system. Sold by all Chemists, Wholesalers from A. S. Watson & Co., Ltd., Hongkong.

FIELD-MARSHAL VON WALTERSEER'S ASBESTOS HOUSE.

Messrs F. Blackhead and Co. send us the following correspondence for publication:—
Peking, 4th May, 1901.
To the Managing Director, Asbestos and Rubber Works, Alfred Calson, Ltd., Hamburg.

Sir,—I beg you to accept my best thanks for your kind offer to send out another Asbestos House, but having regard to the length of time that the voyage would require, and the fact that the house would remain in China very much longer it would appear advisable to give up the idea.

I take the liberty of enclosing herewith a report upon the catastrophe here from which you will see that the house was destined to perish in the flames. It certainly deserved a better fate.—I remain, etc.

(Signed) WALTERSEER, Field-Marshal.

The Asbestos house stood in a courtyard surrounded on three sides by a lofty building constructed of wood, at a distance from them of about nine yards. The courtyard was covered over with straw matting, which the fire broke out on the three surrounding houses was quickly enveloped in flames and of course the straw matting caught fire instantaneously. In five minutes everything was in flames. Large pieces of strawmatted fell on to the house itself, and all round it. Shortly after that a huge burning log crashed right through the roof of the Asbestos house, and the roof was therefore enveloped in flames and it was quite impossible that the house would stand such usage. After perhaps ten minutes the wooden framework caught fire and the furniture in the interior began to burn. After at most half an hour the whole house collapsed. The Asbestos sheeting entirely resisted the action of the flames but they tarried were broken up, when the structure collapsed. Of the furniture and fittings next to nothing could be saved, and all my personal property which was in the house shared the same fate. At the time the fire broke out I lay in bed. When I had dressed myself, the main entrance was rendered impassable by burning straw and the terrible heat of the burning building opposite to it so that I was obliged to climb out of the window on the narrow side of the house. The space of time between breaking out of the fire and my escape from the house could have scarcely exceeded five minutes and it was high time for me to leave the place.

It affords me particular satisfaction to be able to state that the Asbestos House, in which I lived from the commencement of December, has proved a great success, and has been extremely useful to me. In the coldest time, during the winter, it was easily warmed, and effectively kept out the wind and dust which circulates through all Chinese houses and renders them almost uninhabitable. The inside fittings and furniture proved practical, and altogether suited to my requirements. In my opinion, which I believe is shared by all who have seen the house, it has served its purpose extremely well, and can be recommended when it is desired to erect dwellings speedily which are healthy and suitable for any kind of climate.

THE CHINESE COURT.

Sir E. Satow's 'Strong' Policy.

The tardy discovery by the foreign

diplomats in Peking that the Empress Dowager, through her carefully chosen instruments, Ching and Li, has been for the past twelve months simply playing with them is now apparent. (Says the *China Gazette*) to be receiving very unpleasantly upon the so-called Peace Envoys with whom the various ministers are righteously indignant, and fresh complications are not unlikely to arise now that it is at last revealed that all the talk about the Court's return was, as we should call it, simply designed to throw dust in foreign eyes. The British Minister, Sir Ernest Satow, is, we are glad to hear, taking a strong part once more in the game at Peking, and a marked change is observable in his attitude of late towards both his colleagues and the Chinese Envoys, particularly Li Hung-chang, whose growing insolence and wild outbursts of rage, Sir Ernest has already severely punished by causing the reoccupation of the Empress Dowager's palace by British troops, and the final indignities to Li that until Russia withdrew from Manchuria, and China properly punished the authors of the outrages upon British subjects in the provinces, more especially that at Chuchow, in Chekiang, Great Britain will not consider the request and procession of the Chinese Envoys, and the bomb-shell into the diplomatic camp and ruffled the legation devoirs, while it has scared Li and Ching almost into hysterics. They had begun to comfortably regard Great Britain as a negligible quantity. They find now that they made a great mistake, and the discovery is very unpleasant. The Court—that is the Empress Dowager—moreover, is severely blaming the Envoys for having so mismanaged the negotiations, particularly for having failed to defeat the foreign plan of fortifying the Legation area, and so commanding the peace building, and also for not having procured the removal of the railway, which the Allies brought into the city, even through the sacred precincts of the Temple to Heaven. The new stand which is being made by the British Minister is, therefore, most unpleasant. The Court—that is the Empress Dowager—moreover, is severely blaming the Envoys for having so mismanaged the negotiations, particularly for having failed to defeat the foreign plan of fortifying the Legation area, and so commanding the peace building, and also for not having procured the removal of the railway, which the Allies brought into the city, even through the sacred precincts of the Temple to Heaven. The new stand which is being made by the British Minister is, therefore, most unpleasant.

THE Imperial German Mail Steamship PRUSSIAN, of the Norddeutscher Lloyd, Captain E. Paeuss, due here with the outward German Mail about the 3rd September, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & Co., Agents.

Hongkong, August 31, 1901. 1808

NOTICE.

I BEG to give Public Notice that I decline to be any longer responsible for any DEBTS incurred by my Wife or my Children.

JOHN CARROLL.

Hongkong, August 31, 1901. 1817

NOTICE.

I HAVE REMOVED My Office to No. 8 BEACONSFIELD ARCADE (First Floor).

CHARLES C. COHEN, SHARE BROKER.

Hongkong, August 31, 1901. 1816

NOTICE.

PUNJOM MINING CO., LTD.

THE OFFICE of the Company has this day been REMOVED to No. 13 BEACONSFIELD ARCADE, First Floor.

W. H. GASKELL, Secretary.

Hongkong, August 31, 1901. 1818

FOR SALE.

BY PRIVATE BARGAIN, the whole of the HOUSEHOLD FURNITURE, at No. 11, Praya East, Wanchai. House can be had if required.

For particulars, Apply at the above address.

Hongkong, August 31, 1901. 1819

To-day's Advertisements.

UNION CHURCH HALL.

GERMAN SERVICE will be Conducted on SUNDAY, as usual, in the UNION Church Hall, at 9.45 a.m.

C. CINTMANN, Head Mission.

Hongkong, August 31, 1901. 1819

FOR SALE.

A SMALL LOT of COFFEE for Sale in 1 Bag Lots at Wholesale Price.

Apply to WONG PO CHEN, 34 & 36, Queen's Road Central.

Hongkong, August 31, 1901. 1819

NOTICE.

THE Undersigned beg to advise that their OFFICE will be Removed, on the 2nd September, from No. 1, Duddell Street to BEACONSFIELD ARCADE.

T. M. STEVENS & Co.

Hongkong, August 31, 1901. 1811

In the Matter of ORDINANCE No. 2 of 1892.

And In the Matter of the PETITION of MARCONI'S WIRELESS TELEGRAPH COMPANY LIMITED, of 18, Finch Lane, in the City of London, England, for LETTERS PATENT for the Exclusive use within the Colony of Hongkong of an Invention for Improvements in apparatus for Wireless Telegraphy.

NOTICE is hereby given that the PETITION, Specification and Declaration required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said Company, by Messrs. DENNIS and BOWLEY, their Solicitors, to apply at the SITTING of the Executive Council hereinafter mentioned for the exclusive use within the Colony of Hongkong of the above-named Inventions. And Notice is hereby also given that a SITTING of the Executive Council will be held on the 11th day of September, 1901, at 11 a.m.

Dated the 31st day of August, 1901.

DENNIS & BOWLEY, Solicitors for the Applicant.

1814

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship PERLA, Captain J. E. McArthur, will be despatched as above on WEDNESDAY, 4th Sept., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, August 31, 1901. 1815

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR TAIWANFOO.

THE Company's Steamship THALES, Captain ROBSON, will be despatched for the above Port TO-MORROW, 1st Sept., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, August 31, 1901. 1812

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship HALLOING, Captain BATHURST, will be despatched for the above Port, on MONDAY, the 2nd Sept., at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, August 31, 1901. 1813

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship PRUSSIAN, of the Norddeutscher Lloyd, Captain E. Paeuss, due here with the outward German Mail about the 3rd September, will leave for the above places about 24 hours after arrival.

For further Particulars, apply to MELOCHERS & Co., Agents.

Hongkong, August 31, 1901. 1808

NOTICE.

I BEG to give Public Notice that I decline to be any longer responsible for any DEBTS incurred by my Wife or my Children.

JOHN CARROLL.

Hongkong, August 31, 1901. 1817

NOTICE.

I HAVE REMOVED My Office to No. 8 BEACONSFIELD ARCADE (First Floor).

CHARLES C. COHEN, SHARE BROKER.

Hongkong, August 31, 1901. 1816

NOTICE.

PUNJOM MINING CO., LTD.

THE OFFICE of the Company has this day been REMOVED to No. 13 BEACONSFIELD ARCADE, First Floor.

W. H. GASKELL, Secretary.

Hongkong, August 31, 1901. 1818

FOR SALE.

BY PRIVATE BARGAIN, the whole of the HOUSEHOLD FURNITURE, at No. 11, Praya East, Wanchai. House can be had if required.

For particulars, Apply at the above address.

Hongkong, August 31, 1901. 1819

Entertainment.

BENEFIT

FOR THE WIDOW AND CHILDREN of the late ARMOURER SERGEANT A. WILLIAMS, 2nd Battalion Royal Welsh Fusiliers.

UNDER THE DISTINGUISHED PATRONAGE OF HIS EXCELLENCY SIR H. A. BLAKE, G.C.M.G.

COMMODORE P. POWELL, C.B., R.N. The OFFICER COMMANDING THE TROOPS—COLONEL L. F. BROWN, R.E.

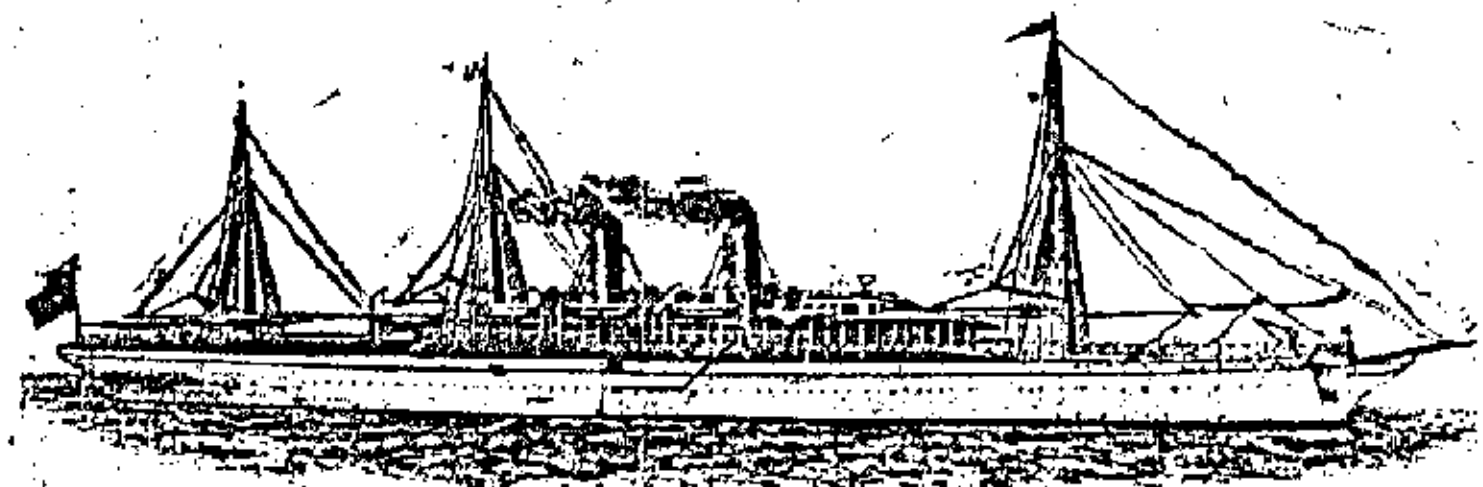
A GRAND MILITARY TATTOO

will take place on the HONGKONG VOLUNTEER PARADE GROUND (by kind permission of the ACTING COMMANDANT)

commencing at 9 p.m. sharp, on WEDNESDAY, 4th SEPT., 1901.

The Military and Navy of Hongkong will be represented in a Torchlight procession, headed by

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

Proposed Sailings from Hongkong.

(Subject to Alteration.)

*ATHENIAN, 3882 Tons, Comdr. H. Mowat, R.N.R., WEDNESDAY, 4th Sept., 1901
EMPEROR OF JAPAN, Comdr. H. Mowat, R.N.R., WEDNESDAY, 25th Sept., 1901
EMPEROR OF CHINA, Comdr. H. Mowat, R.N.R., WEDNESDAY, 25th Oct., 1901
*TARTAR, 4425 Tons, Comdr. E. Bartholomew, R.N.R., WEDNESDAY, 30th Oct., 1901
EMPEROR OF INDIA, Comdr. G. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leaves daily, and crosses the continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent World's Exhibitions, and the diversity of MAGNIFICENT MOUNTAINS AND LAKES, through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are ornate and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Class Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The rate is usually made between YOKOHAMA AND VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, August 29, 1901.

D. E. BROWN, General Agent,
PRINCE STREET.

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, LONDON, HAMBURG, NEW ORLEANS, CALVERTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE TO LAND PASSENGERS AND CARGO, N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
PRINCESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PRINCESS	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 10th October.
SACHSEN	WEDNESDAY, 24th October.
KLAUSCHUB (HAMBURG-AMERIKA LINE)	WEDNESDAY, 12th November.
FAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 10th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINCESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
FREDESEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.

ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship PRINCESS IRENE, of the NORDEUTSCHER LLOYD, Captain P. Wirth, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Tuesday, the 3rd September, Cargo and Steerage will be received on board until 5 p.m. on Wednesday, the 4th Sept., and Parcels will be received at the Agency's Office until Noon on Wednesday, the 4th Sept., and the 11th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	NANCHANG	2nd September.
CHINKIANG AND SHANGHAI	KIANGHAI	3rd September.
TIENTSIN	FOCHOW	3rd September.
NAGASAKI, KOBE AND MOI	THOSIN	3rd September.
MANILA	TAIYUAN	10th September.
THURSDAY ISLAND, COOK		
TOWN, CAIRNS, TOWNS		
VILLE, BRISBANE, SYDNEY	TAIYUAN	10th September.
AND MELBOURNE		

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A fully qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, August 31, 1901.

AGENTS.

HAMBURG-AMERIKA LINE.

NORDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, BREMEN, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Sibiria, Capt. PORZELLO, 4th September, Freight and Passengers.

FOR NEW YORK.

VIA SUEZ CANAL.

S.S. Aragon, Capt. FORST, 7th September, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Andalusia, Capt. EHLERS, 21st September, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia, Capt. SACHS, 5th October, Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Haringburg, Capt. CHRISTIANSEN, 19th October, Freight and Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINE,

HONGKONG OFFICE,

1469

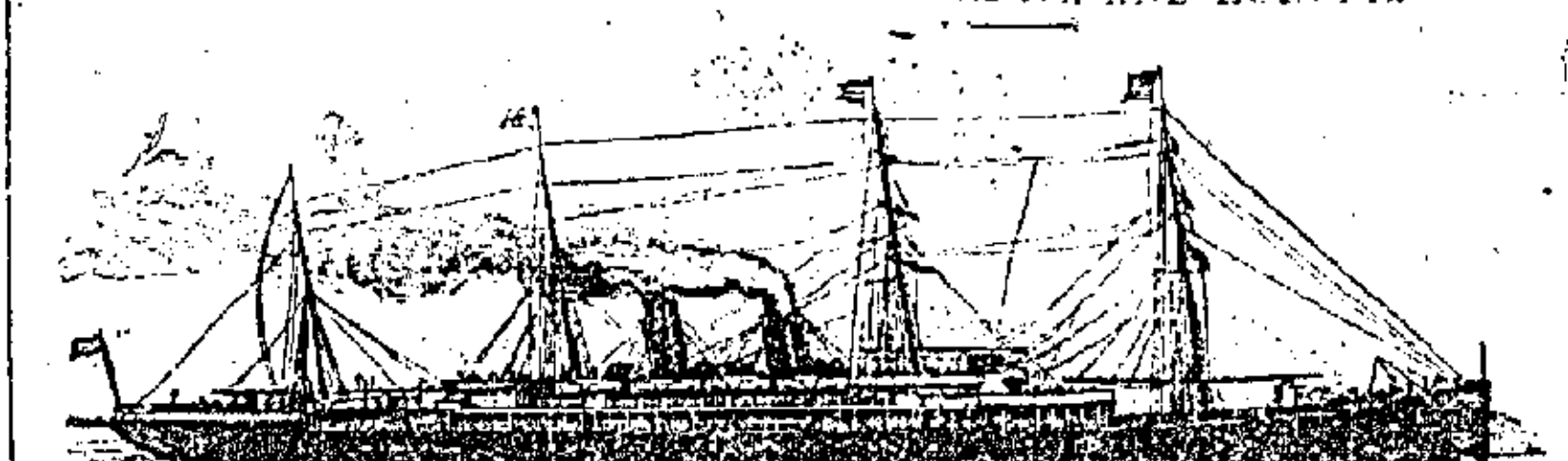
Queen's Buildings, To 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

City of Peking	TUESDAY, 10th Sept., at Noon.
City of Peking	TUESDAY, 24th Sept., at Noon.
City of Peking	WEDNESDAY, 2nd Oct., at Noon.

THE Pacific Mail Company's Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 10th Sept., at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination, the choice of direct lines. Special Rates (First Class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey by two ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required (valued at \$100 and over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings.

Hongkong, August 31, 1901.

GEO. ECKLEY, Acting Agent.

NORTHERN PACIFIC STEAMSHIP CO.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Boonville	3201	W. Watt	September 3
Indefatigable	3281	J. S. Cox	September 10
Chimney	2827	J. Trubridge	October 1
Victoria	3502	J. Panten	October 15

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £28.

The Railroad travelling is second to none on the American Continent; two trans-continental lines daily from Tacoma. DINING CAR is attached to trans-continental train day and night; Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Kootenay Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, August 26, 1901.

OCEAN STEAMSHIP COMPANY

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PSYCHE	8th September.
GLASGOW AND LIVERPOOL	CLAYTON	12th September.
GLASGOW AND LIVERPOOL	ANANIMOS	19th September.

FOR LONDON, STEAMERS TO SAIL

LONDON STEAMERS 3rd September.

LONDON DOMESTICS 17th September.

LONDON AJAX 1st October.

LIVERPOOL DIRECT, ORIENT 15th September.

For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, August 30, 1901.

Agents, O. S. S. Co.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
KAGA MARU, J. W. ECKSTAND	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and SHIMOKITA, I. J. A.	MONDAY, 2nd Sept., at 4 p.m.
BINGO MARU, F. DAVEN	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 6th Sept., Daylight.
KAGOSHIMA MARU, K. KAKI	MOI, KOBE & YOKOHAMA.	TUESDAY, 10th Sept., at Noon.
MUNE MARU, M. YAGI	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 13th Sept., at Noon.
OWA MARU, N. TRENT	KOBE & YOKOHAMA.	FRIDAY, 13th Sept., at Noon.
RIJUN MARU, O. OINO	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and SHIMOKITA, I. J. A.	MONDAY, 16th Sept., at 4 p.m.
TAJIMA MARU, J. W. WALK	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 20th Sept., at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Queen's Road.

A. S. Mihara, Manager.

Hongkong, August 24, 1901.

177

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

FOR	STEAMSHIP	CAPTAIN	DATE.
MARSHALLS	E. P. MARTIN, R.N.R.	About 7th Sept.
SHANGHAI AND JAPAN	C. F. LOCKSTONE, R.N.R.	About 9th Sept.
SHANGHAI	J. CHELSEA	About 13th Sept.
LONDON, &c.	R. T. COOK, R.N.R.	Noon 14th Sept.

* See Special Advertisement.

For Freight only.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, August 31, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Sept. 17, at Noon.
Yokohama Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, Oct. 12, at Noon.
Yokohama Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Nov. 5, at Noon.

THE Twin-Screw S. S. AMERICA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 17th September, at Noon, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings.

GEORGE ECKLEY, Acting Agent.

Hongkong, August 26, 1901.

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

1808

